

123 Garratt Boulevard - Inclusion on the Heritage Register

Date: June 13, 2025

To: Toronto Preservation Board

North York Community Council

From: Senior Manager, Heritage Planning, Urban Design, City Planning

Wards: Ward 6 – York-Centre

SUMMARY

This report recommends that City Council include buildings at 123 Garratt Blvd on the City of Toronto's Heritage Register for their cultural heritage value and interest according to the Listing Statement (Reasons for Inclusion) found in Attachment 1.

The subject property at 123 Garratt Blvd contains a former aircraft manufacturing complex located in the southwestern portion of the Downsview Area Secondary Plan. It is located west of Allen Road, east of the Barrie GO rail line (also known as the GO Transit Newmarket Subdivision line), and north of the Ancaster residential neighbourhood. A location map and current photographs of the buildings that form the subject of this report are found in Attachment 1.

The property at 123 Garratt Blvd traces its development to the early 1950s as the second Downsview location of the aircraft manufacturer, de Havilland Canada. The company's record of innovation in Canadian aviation continued during the time, with additions to existing buildings and new hangars constructed in periods of growth related to the launch of new aircraft, including in the 1960s for the Twin Otter, and again in the late 1970s and 1980s for the Dash 7 and Dash 8. The property was subsequently occupied by Bombardier until March 2024, when Bombardier left the site. The aerospace complex is comprised of hangars, offices, ancillary structures, open space for aircraft circulation, surface parking lots, and a portion of the taxiway providing access to the Downsview Airport runway and has facilitated aircraft manufacturing and aerospace innovation for over 70 years.

The property at 123 Garratt Boulevard has been researched and evaluated by staff using the criteria prescribed in Ontario Regulation 9/06 and the buildings indicated in the Listing Statement meet one or more of the provincial criteria for determining cultural heritage value or interest.

On January 1, 2023, amendments to the Ontario Heritage Act (the Act) through the More Homes Built Faster Act, 2022 (Bill 23) came into effect. Under the Act, as amended, a municipal heritage register may include properties that have not been designated but Council believes to be of “cultural heritage value or interest”, and that meet one or more of the provincial criteria for determining whether they are of cultural heritage value or interest. The Act now also limits listing to a period of two years.

As of January 1, 2023, should a property be subject to an Official Plan Amendment, Zoning By-law Amendment and/or Draft Plan of Subdivision Application, properties must be listed on the heritage register prior to Part IV designation and before the occurrence of a prescribed event. A prescribed event is a point of time when the application for an Official Plan Amendment, Zoning By-law Amendment and/or Draft Plan of Subdivision Application has been deemed complete and the City Clerk provides notice of that complete application to the public in accordance with the Planning Act.

The listing of non-designated properties on the municipal heritage register under the Act also extends interim protection from demolition and provides an opportunity for City Council to determine whether the property warrants conservation through designation under the Act should a development or demolition application be submitted.

Properties on the Heritage Register will be conserved and maintained in accordance with the Official Plan Heritage Policies. Heritage Impact Assessments (HIA) are required for development applications that affect listed properties.

RECOMMENDATIONS

The Senior Manager, Heritage Planning, Urban Design, City Planning, recommends that:

1. City Council include 123 Garratt Blvd on the City of Toronto's Heritage Register in accordance with the Listing Statement (Reasons for Inclusion) attached as Attachment 1 to the report, June 13, 2025, from the Senior Manager, Heritage Planning, Urban Design, City Planning.

FINANCIAL IMPACT

City Planning confirms there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

On May 22 and 23, 2024, Council adopted Official Plan Amendment 716, Downsview Secondary Plan. The Secondary Plan includes specific policy direction to conserve and enhance cultural heritage resources as valuable elements of the Plan area's past that will be leveraged to enrich its future, including as defining elements of a sense of place. Cultural Heritage Resources, including the Downsview Aerospace Complex, are identified in Map 7-10.

[Agenda Item History - 2024.PH12.1](#)

On July 8, 2014, City Council adopted a staff report recommending the listing of 10 buildings or building complexes at 1133-1377 Sheppard Avenue West (Parc Downsview Park). <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY33.9>

POLICY AND REGULATION CONSIDERATIONS

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the Planning Act. <https://www.ontario.ca/laws/statute/90p13>

Further, the policies and definitions of the Provincial Planning Statement (2024) identify the Ontario Heritage Act as the primary legislation through which heritage evaluation and heritage conservation will be implemented.

[Provincial Planning Statement, 2024 \(ontario.ca\)](#)

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be included in the Heritage Register under subsection 27 (1) of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value. A property may be included on the Heritage Register as a non-designated property if the property meets one or more of the provincial criteria for determining whether it is of cultural heritage value or interest.

<https://www.ontario.ca/laws/regulation/060009>

Official Plan

The City of Toronto's Official Plan implements the provincial policy regime and provides policies to guide decision making within the City. It contains several policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

COMMENTS

Identifying properties of cultural heritage value or interest is an essential part of a municipality's role in heritage conservation. Including non-designated properties in the municipal register is a means to identify properties that the City believes to have cultural heritage value or interest, and to provide the City with time to evaluate those properties for designation under the Ontario Heritage Act, should an application to demolish a listed property be submitted.

The subject property at 123 Garratt Blvd contains a former aircraft manufacturing complex that traces its origins to the early 1950s as the second Downsview location of the aircraft manufacturer, de Havilland Canada ("DHC"). Later acquired by Bombardier, the Downsview Aerospace Complex has facilitated aircraft manufacturing and aerospace innovation for over 70 years. The subject property includes hangars, offices, ancillary structures, open space for aircraft circulation, surface parking lots, and a portion of the taxiway providing access to the Downsview Airport runway.

The former aircraft manufacturing complex is part of a collection of cultural heritage resources on the former Downsview airport lands. Those resources were identified in Map 7-7 of the Downsview Secondary Plan (2011), following a Heritage Building Conservation Study Review conducted by ERA Architects. Buildings in the north-west quadrant of the study area associated with a former De Havilland aircraft manufacturing complex and Canadian Forces Base Toronto (Downsview), were listed on the Heritage Register in 2014.

In 2018, Bombardier announced that its operations would be leaving the Downsview Airport and Downsview Aerospace Complex in 2024. The lands were acquired by the Public Sector Pension Investment Board (represented by Northcrest Developments). In Fall 2021, the City of Toronto launched the Update Downsview Study, which included the preparation of an updated Downsview Secondary Plan, Community Development Plan, Urban Design Guidelines, Zoning By-law for Meanwhile Uses, and Master Environmental Servicing Plan. A re-zoning application and a plan of subdivision application were submitted on June 6, 2022 and deemed complete on August 9, 2022. The reports and studies submitted in support of this application are available on the Application Information Centre at www.toronto.ca/taxiwaywest.

Heritage Planning staff created heritage policies for the Secondary Plan review and Map 7-10 of the Downsview Secondary Plan includes Cultural Heritage Resources. Heritage Planning staff have also informed the City's response to the rezoning and plan of subdivision applications and have worked collaboratively with the property owner to further define the cultural heritage resources in the Downsview Aerospace Complex to support the inclusion of cultural heritage resources on the Heritage Register and guide planning applications.

The identification of cultural heritage resources within Listing Statements for a property of such significance as the Downsview Aerospace Complex has been an important part of the planning process. A collaborative approach to the development of a Listing Statement for the Downsview Aerospace Complex was supported by extensive reports

and research conducted over the past decade, including a Cultural Heritage Resource Assessment (2021) and Heritage Impact Statement (2022) prepared by ERA Architects for Northcrest Developments. On October 27, 2023, staff from Heritage Planning, ERA Architects, and Northcrest Developments conducted a site visit to the aerospace complex to help inform the listing statement and identify heritage attributes, including access to many of the building interiors. The grouping of hangars known as Bays 7-10 are part of the complex but were not accessible during the site visit.

The resulting Listing Statement is attached to this report as Attachment 1. This Listing Statement reflects the unique context of the planning process for the redevelopment of the Downsview lands, including the condition of a singular large property parcel which includes multiple cultural heritage resources under a single property address. As a result, this Listing Statement follows a format and approach utilized effectively in 2014 to list buildings in the northwest portion of the Downsview airport lands on the Heritage Register. The present Listing Statement identifies specific buildings on the property at 123 Garratt Boulevard as having physical, historical/associative, and contextual value.

Inclusion of (non-designated) properties on the City's Heritage Register

Non-designated listed properties do not have any protection under the Ontario Heritage Act, except insofar as an owner must give Council at least 60 days' notice of their intention to demolish or remove a structure on the property. Properties that are listed on the City's Heritage Register are flagged for review by Heritage Planning staff once a demolition permit has been submitted and owners must follow established Notice requirements under the Ontario Heritage Act following this action.

Although inclusion on the Heritage Register as a listed property provides interim protection from demolition, it does not preclude an owner's ability to make exterior and interior alterations in the case when demolition or a development application is not involved.

Listing does not trigger maintenance requirements over and above existing property standards and it does not restrict altering, removing or adding any features on the property. It does not allow the City to withhold a building permit for non-demolition related alterations and it does not preclude a property from undergoing renovation.

A municipality is not required to consult with property owners or the public before including non-designated properties on the municipal register under the Act. The City's current practice, developed prior to Bill 23 amendments to the Act coming into effect, notifies property owners and invites them to attend the Toronto Preservation Board meeting to discuss the recommendation of a property's inclusion on the City's Heritage Register. There is also an opportunity for owners and the public to share concerns (in person or writing) when Community Council or Planning and Housing Committee considers a heritage related matter.

Short descriptive listings are prepared using a method by which properties are identified and recommended for inclusion on the Heritage Register. This approach to listing provides sufficient information to meet the requirements of Section 27 of the Act to list a non-designated property on the Heritage Register.

Brief statements, named "Reasons for Inclusion", are prepared for all recommended properties explaining why the property is believed to have cultural heritage value and how it meets one or more of the provincial criteria under O. Reg 9/06 providing a preliminary evaluation of the cultural heritage value or interest of the property. The description may include features of the property that may warrant conservation should the property be subject to development and/or further evaluated and determined to merit designation under Part IV of the Act. Location map and photographs are included in each Reasons for Inclusion.

Through Bill 108 and Bill 23, amendments were made to the Ontario Heritage Act to establish a process whereby owners can object to a property's listing on the Heritage Register and, should they do so, a subsequent decision on the listing must be made by the municipality. Owners can object to listings at any time. Chapter 103 of the Toronto Municipal Code establishes the process for Council consideration of objections to properties included on the Heritage Register.

CONCLUSION

Following research and evaluation of the property at 123 Garratt Boulevard according to Ontario Regulation 9/06, it has been determined that buildings on the property meet one or more provincial criteria and merits inclusion on the City's Heritage Register. The Listing Statement (Reasons for Inclusion) is presented in Attachment 1.

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ATTACHMENTS

Attachment 1 – Listing Statement (Reasons for Inclusion)

Listing Statement (Reasons for Inclusion)

Staff have undertaken research and evaluation for the property at 123 Garratt Boulevard and believe that the property has cultural heritage value or interest and meets at least one or more of the criteria prescribed in Ontario Regulation 9/06 for including a non-designated property on a municipal register under Section 27 of the Ontario Heritage Act.

Listing Statement

The subject property contains the former aircraft manufacturing complex located at 123 Garratt Boulevard in the southwestern portion of the Downsview Area Secondary Plan. It is located west of Allen Road, east of the Barrie GO rail line (also known as the GO Transit Newmarket Subdivision line), and north of the Ancaster residential neighbourhood. The subject property traces its origin of development in the early 1950s as the second Downsview location of the aircraft manufacturer, de Havilland Canada ("DHC"). The Downsview Aerospace Complex facilitated aircraft manufacturing and aerospace innovation for over 70 years including hangars, offices, ancillary structures, open space for aircraft circulation, surface parking lots, and a portion of the taxiway providing access to the Downsview Airport runway.

Since 1952, the DHC-2 Beaver, an iconic Canadian bush plane that first took flight in 1947, was manufactured at the subject property. The national significance of the plane was commemorated as a National Historic Event in 1974, with a plaque located near the main entrance of the Administration Building.

The Downsview Aerospace Complex continued to expand, including a period of stewardship under the Canadian government in the 1970s. The 1970s was an important period of growth and expansion of DHC production lines to produce a new generation of aircraft. At its peak, the complex had approximately 4500 employees.

Bays 1-4 form part of the original 1950s buildings within the Downsview Aerospace Complex. Bays 1-4 are located north of the Administration Building and south of Bay 5. Bays 1-4 were built in 1953 and Bay 5 was built in 1969. Bays 1-5 have evolved over time, with additions and modifications. Bay 1 contains three interior storeys at its western extent, while the portion east of that contains an open, full-height hangar space with a mezzanine level. Bays 2, 4 and 5 are open hangars, while Bay 3 contains a former paint shop at its eastern extent.

Directly north of Bays 1-5, Bays 7-10 were built in the 1980s and generally used for assembly. The roof deck is composed of a light gauge steel deck set on open web steel joists and steel trusses. The trusses are framed into steel columns which are supported directly onto concrete footings. The bays are clad in metal siding and feature telescoping doors on the east, south, and west elevations. Bay 7 was designed by J. MacD. Hall Consulting Engineer and Bays 8-10 were designed by Giffels Consulting Engineers. Bay 7 was built in 1979-1980. A full-height area in the western portion includes a paint

shop on the ground floor which was completed in 1990, and offices on the second floor. Bays 8-10 were largely constructed between 1981-1983, with construction and interior fit-out of Bays 9 and 10 continuing until 1988. In 2010, Bay 8 was renovated including a new stair designed by IBI Group. There is a full-height intermediary bay between Bays 8 and 9 which contains a snack bar, offices, and a viewing platform on the upper floor. The north end of Bay 10 is a two-storey portion containing offices. Each of the adjoining four bays are long, rectangular, flat-roof, hangar structures containing full-height, clear span interior volumes with interior interconnections.

Bay 12 is the earliest of the original 1950s buildings within the Downsview Aerospace Complex, a successor to the earlier Plant buildings located to the north of the subject property at 1133-1377 Sheppard Avenue West. Bay 12 is located east of Bays 1-5 and near the south end of the former Taxiway. Bay 12 was built in 1952 and has evolved over time, with additions and modifications. The building includes an open hangar with two bays with two large openings with telescoping doors along its south elevation, a flat roof, and clerestory windows. A two-storey addition was built on the west elevation in 1955. In 1966, a two-storey addition was built the north elevation. A one-storey addition was added in 1968 to the north elevation. One-storey additions were added to the east elevation in 1969 and 1981. A 2008 renovation included recladding of the brick walls, replacement of windows, doors and interior renovations.

The Superstore building is located west of the Administration building and Bays 1-4. The current building is the product of numerous additions and renovations. The original part of the building was constructed in 1953, with north additions built in 1966 and in the 1980s, and a south addition in 1979. The Superstore is a 2-3 storey building, which contains a full-height, open space on the interior with a mezzanine level.

The Administration Building is also part of the original 1950s buildings and located south of Bays 1-4. The current building is the product of numerous additions and renovations. The original part of the building was built in 1953, with additions to the east and west built in 1982 and an addition to the south in 1995. The Administration Building is a three-storey building with a one-storey addition on its south elevation.

The property at 123 Garratt Boulevard has cultural heritage value as it meets the following criteria under Ontario Regulation 9/06 of the Ontario Heritage Act:

The built form within the subject property is valued as a representative example of a former aircraft manufacturing complex comprised of interrelated facilities, including hangars, offices and warehousing situated adjacent to the historic taxiway, that evolved as aircraft production demand changed over time. The complex includes multiple buildings with a unifying material palette of brick and metal cladding that showcase a range of purpose-built features developed for aircraft manufacturing and testing purposes.

Defining features of the complex include the functional industrial design of the massive aircraft hangars with their large open bays and exposed steel trusses, and their overhead and telescoping doors with counterweight mechanisms, which are all indicative of the aircraft hangar typology.

The subject property is valued for its association with the themes of aviation history in Canada and the aerospace industry's impact on the Canadian economy, as well as with well-known aircraft manufacturers and production lines over time, including the innovative development of STOL technology, STEM technology, and the purchase of DHC by the Canadian government in 1974 to produce the Dash 7.

The subject property is also valued for its association with the de Havilland Aircraft Company of Canada, who occupied the site from 1952 through the 1980s. DHC was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The de Havilland Aircraft Company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In the early 1950s, de Havilland relocated to the subject property at 123 Garratt Boulevard, a purpose-built manufacturing complex at the south end of the airfield where it resumed its innovations in aviation. The company is noted for establishing a Special Product Division and developed the Storable Tubular Extendable Member (STEM), which became an integral element of Canada's first space satellite.

The subject property is also valued for its association with Bombardier, who occupied the site since 1992 and whose reuse and expansion of the complex continued the legacy of Canadian aircraft manufacturing at this location. Originally incorporated in 1942, Bombardier grew considerably during the 20th century from its beginnings as a pioneering snowmobile manufacturing company to developing its own aviation and aerospace technology history that continued at 123 Garratt Boulevard until early 2024.

Contextually, the subject property is valued for its role in defining, maintaining, and supporting the historic character of Downsview as an important site of aircraft manufacturing, military operations and government stewardship over the course of the 20th century. In the early 1950s, DHC relocated from its facility north of the subject property at 1133-1377 Sheppard Avenue West, where many structures are identified as cultural heritage resources.

The subject property is physically, functionally, visually and historically linked to its surroundings as a former 20th-century aircraft manufacturing complex. This connection pertains to components of the facility built in the early 1950s through the 1980s which are important components of the unique collection of significant industrial structures that represent the development of the site for aircraft production and aerospace innovation.

Heritage Attributes

For the purpose of this listing, the heritage attributes of the property at 123 Garratt Boulevard are comprised of the following:

Bays 1-5 Building (See Location Map, Building C,D,E,F,G)

Exterior Attributes

- the existing placement and orientation of the structure adjacent to Bays 7-10 to the north, Bay 12 and the taxiway to the east, the Superstore to the southwest and the Administration Building to the south
- the form, scale and massing as defined by the long, rectangular, flat-roof form
- the east elevation with overhead hangar door openings, metal siding, and parapet
- the east elevation overhead hangar doors with steel lower portions and multi-pane upper sash and counterweight mechanism

Interior Attributes

- the exposed, clear span steel trusses
- the full-height space in the bays

Additional heritage attributes pertaining to the individual bays are as follows:

Bay 1

Exterior Attributes

- the south elevation horizontal pattern of ribbon window openings
- on the south elevation, the window openings comprising three horizontal bands of ribbon windows
- the south elevation buff-coloured brick

Interior Attributes

- in the eastern portion of the building, the mezzanine

Bay 3

Exterior Attributes

- on the west elevation, the buff brick cladding with masonry window sills
- on the west elevation, the upper-level ribbon window openings with multi-pane windows

Interior Attributes

- at the east end, the ceiling profile with recessed fixtures

Bay 4

Exterior Attributes

- on the south elevation, the clerestory windows

- on the west elevation, the overhead hangar doors with steel lower portions and multi-pane upper sash and counterweight mechanism

Bay 5

Exterior Attributes

- on the west elevation, the overhead hangar doors with steel lower portions and multi-pane upper sash and counterweight mechanism

Bays 7-10 Building (See Location Map, Buildings H,I,J,K)

Exterior Attributes

- the existing placement and orientation of the structure relative to the other adjacent buildings and features of the aerospace complex including Bays 1-5 to the south, Bay 12 and the taxiway to the southeast, the Superstore to the southwest and the Administrative Building to the south
- the aircraft hangar-type design and appearance of the combined bay structure
- the form, scale and massing as defined by the long, rectangular, flat-roof form
- on the south elevation, the eight telescoping doors
- on the east elevation, the four sets of six telescoping doors
- on the west elevation, the four sets of six telescoping doors

Bay 12 Building (See Location Map, Building L)

Exterior Attributes

- the existing placement and orientation of the structure adjacent to Bays 1-5 to the west, the Administration Building to the southwest and the taxiway to the north

1952 Building:

- the form, scale, and massing as defined by the rectangular, flat-roof form
- the south elevation with two large openings and flanking door-pockets
- on the south elevation, six telescoping doors in each of the two openings
- on the north, east and west elevations, the clerestory windows with divided lites

1955 Addition:

- the west-elevation addition with its two-storey, flat-roof, buff-coloured masonry base, cladding at the second level and window openings

1966-1968 Additions:

- the north-elevation additions with their one-storey and two-storey, flat-roof form, windows and buff-brick cladding

Interior Attributes

- the full-height space in the bay
- the exposed, clear span steel trusses

Superstore Building (See Location Map, Building B)

Exterior Attributes

- the existing placement and orientation of the building relative to the other adjacent buildings to the west of Bays 1 and 2

1953 Building:

- the form, scale and massing of the building as defined by the rectangular, flat-roof form
- the buff-coloured brick
- on the west elevation, the horizontal clerestory opening with a sill
- on the west elevation, the clerestory steel sash, multi-lite windows
- the horizontal bands of window openings and two large door openings

1966 Extension:

- the form, scale and massing of the building
- the combination of window openings with horizontal bands of steel-sash, multi- lite windows and single windows
- the two large door openings

1979 Extension:

- the form, scale and massing of the building as defined by the rectangular, flat- roof form
- on the west and south elevations, the horizontal band of operable steel-sash, multi-lite windows
- on the east elevation, the four large door openings

Interior Attributes

- the exposed, clear span steel trusses
- the full-height interior volumes of the northerly portion of the 1953 building

Administration Building (See Location Map, Building A)

Exterior Attributes

1953 Building:

- the form, scale and massing of the building
- the buff-coloured brick
- the primary (south) elevation with projecting central bay containing a multi-storey window opening
- on the south elevation, the horizontal pattern of window openings and brick spandrel panels flanking the projecting central bay

- the placement and orientation of the building adjacent to Bay 1

Note: Spaces around and in-between buildings identified above are not considered in this Listing Statement.

Location Map



Left: Aerial view of the portion of 123 Garratt Blvd known as the Taxiway West District, outlined in red, containing the Downsview Aerospace Complex.

Right: Inset area illustrating a portion of 123 Garratt Blvd that contains buildings identified in the Listing Statement (outlined in black). Spaces around and in-between buildings are not considered in the Listing Statement.

Note: This location map is for information purposes only; the exact boundaries of the properties are not shown (City of Toronto Mapping).



View looking south and showing the east elevation of Bays 1-5 and a portion of the Administration Building's north elevation. (Heritage Planning, 2023)



View looking southeast and showing the west (rear) elevation of Bays 4 and 5. (Heritage Planning, 2023)



View looking west from into the interior of Bay 2 and showing the full-height interior volume with exposed steel ceiling trusses and overhead hangar door. (Heritage Planning, 2023)



Interior view of Bay 2 and showing the overhead hangar doors with their assemblies and mechanisms. (Heritage Planning, 2023)



Interior of Bay 1, looking east from the mezzanine. (Heritage Planning, 2023)



View looking north at the south elevation of Bay 1. (Heritage Planning, 2023)



East elevation of Bays 7-10. (Heritage Planning, 2023)



West elevation of Bays 7-10. (Heritage Planning, 2023)



View northeast and showing the west and south elevations of Bay 12. (Heritage Planning, 2023)



North elevation of Bay 12. (Heritage Planning, 2023)



South elevation of the 1953 portion of the Administration Building. (Heritage Planning, 2025)



West elevation of the 1953 portion of the Superstore in the foreground with its 1979 extension at the far (south) end. (Heritage Planning, 2023)



Looking south at the Superstore west elevation with the 1966 extension in the foreground and 1953 portion of the building beyond. (Heritage Planning, 2023)



Interior of the west elevation (1953 portion) showing the pattern of ribbon windows and exposed steel ceiling trusses. (Heritage Planning, 2023)